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A. S. WATSON & CO., LIMITED.  
THE HONGKONG DISPENSARY.  
Hongkong, 30th May, 1926.

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The Editor is not responsible for the return of letters, and is not responsible for the return of letters, and is not responsible for the return of letters.

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An interesting judgment was given in the United States Consular Court at Shanghai the other day which has an important bearing on the constitution of the Model Settlement.

Some time ago a lottery was established, called the Gold Bond Investment Company, by certain citizens of the United States. This was regarded as a public scandal and finally the Municipal Council took action in the Consular Court for its suppression. The nature of the case is explained in the following paragraphs of Mr. Jerningham's judgment:—"The plaintiffs allege that the defendants are conducting a lottery within the Foreign Settlement of Shanghai to the detriment of good morals and to the damage and common nuisance of the public, and that the defendants are restrained. The defendants answer that they do not wish, nor have they ever been their intention, to engage in or conduct any business contrary to the moral sentiment of the foreign population of Shanghai, but as lottery tickets were being sold publicly on the Foreign Settlement they were not aware that they were violating the Regulations of the Settlement when they offered the tickets of the Gold Bond Investment Company for sale. The plaintiffs and defendants agree that this case shall be submitted to the Court, upon the issue thus framed, for decision, the facts being that a lottery on the Foreign Settlement, the Judge arrived at the conclusion that, although Congress had no power to legislate within its boundaries, yet it is to be tried, according to the common law, be dealt with as a nuisance if it were shown to be such. It was held that the lottery in question was a nuisance, and therefore to be suppressed. But the Council went on to refer to the constitution of the Settlement. In countries where government is reduced to a legal system, he said, the powers of local police rest on charters granted by the supreme legislative authority, but a community outside of any general system of laws may organize a government and adopt rules and regulations which would be valid on the ground of the right of self-preservation, an inherent right in people everywhere; and in this light the Municipal Ordinance of Shanghai may be regarded. The Foreign Settlement of Shanghai, not being subject to the laws of China, and the legal system of the respective foreign Powers represented at Shanghai being not only distinct but also different, it is not only a local need, it is necessary for the local foreign residents interested in the preservation of peace and order and good morals to supply the deficiency. It would not seem, however, Mr. Jerningham held, for any foreign Power to assert its business being conducted at Shanghai which, in the opinion of

the foreign residents, was opposed to public morals and decency. He quoted a communication from the American Secretary of State bearing on this point, and went on to say:—"This understanding that the plaintiffs do not claim the prerogative to pass a by-law or regulation defining rights and wrongs, and consequently, disclaim the power to enforce the one and prevent the other; but, however, this may be, it does seem that when the Municipal Council of Shanghai comes into Court, as a plaintiff, and asks for the suppression of a business which, in the position, is alleged to be 'detrimental to good morals and a common nuisance to the public, it should be able to adduce some evidence, by-law, or regulation, or even some resolution, at least 'indicative of an opinion of its own.' Here the Council seems to throw a duty on the Municipal Council beyond any which has hitherto existed or claimed to exist. The case in question was conveniently dealt with as a common law nuisance, but if the defendant had been a subject of a state not recognizing lotteries as a nuisance the judgment of the Court having cognizance of the case would necessarily have been different from that of the United States Consular Court. Take the sale of Manila lottery tickets, for instance, to which Mr. Jerningham alluded, though not expressly by name. The prohibition of the sale of lottery tickets on the streets of Shanghai and at other places in the Settlement was, he said, a matter that commended itself to the careful consideration of the Municipal authorities, and 'if the Municipal authorities have not the power to preserve the Settlement from the presence of the vendors of lottery tickets, then steps should be promptly taken to find the power that has and to have it exercised in the name of morality, decency, and legitimate business.' But if Spain allows the Philippine Government to raise revenue by a lottery would that Power be likely to prohibit its subjects selling the tickets, either in Shanghai or elsewhere? And where else is the authority to suppress the sale to be derived from? The question of lotteries is in itself a small one, but it is illustrative of difficulties that arise from the multiplicity of jurisdictions in Shanghai and which are likely to increase as the place grows. The Model Settlement is fast becoming a great manufacturing centre and its population is rapidly increasing. Thence its ultimate destiny is to be formed into a free city has sometimes been expressed, and more unlikely things have happened in history. With the growth of new and localised interests the present system of extrajurisdiction will become more and more unsuited to the requirements of the place. If there is to be any splitting of China, Shanghai might perhaps with advantage be allowed to stand alone as a free city, with its autonomy and inviolability guaranteed by the Powers.

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The Hongkong correspondent of the *Strait Times* writes:—"I regret to see that the huge and unmanageable body of Ordinances is still being added to, whether or how for the present. Acting Attorney-General is responsible it is difficult to say, but the colony is suffering from a plethora of legislation and the worst of it is that the bulk of the legislation is of a kind which is of no use to the colony. The *Strait Times* writes:—"I regret to see that the huge and unmanageable body of Ordinances is still being added to, whether or how for the present. Acting Attorney-General is responsible it is difficult to say, but the colony is suffering from a plethora of legislation and the worst of it is that the bulk of the legislation is of a kind which is of no use to the colony."

Mr. Jerningham held, for any foreign Power to assert its business being conducted at Shanghai which, in the opinion of the foreign residents, was opposed to public morals and decency. He quoted a communication from the American Secretary of State bearing on this point, and went on to say:—"This understanding that the plaintiffs do not claim the prerogative to pass a by-law or regulation defining rights and wrongs, and consequently, disclaim the power to enforce the one and prevent the other; but, however, this may be, it does seem that when the Municipal Council of Shanghai comes into Court, as a plaintiff, and asks for the suppression of a business which, in the position, is alleged to be 'detrimental to good morals and a common nuisance to the public, it should be able to adduce some evidence, by-law, or regulation, or even some resolution, at least 'indicative of an opinion of its own.' Here the Council seems to throw a duty on the Municipal Council beyond any which has hitherto existed or claimed to exist. The case in question was conveniently dealt with as a common law nuisance, but if the defendant had been a subject of a state not recognizing lotteries as a nuisance the judgment of the Court having cognizance of the case would necessarily have been different from that of the United States Consular Court. Take the sale of Manila lottery tickets, for instance, to which Mr. Jerningham alluded, though not expressly by name. The prohibition of the sale of lottery tickets on the streets of Shanghai and at other places in the Settlement was, he said, a matter that commended itself to the careful consideration of the Municipal authorities, and 'if the Municipal authorities have not the power to preserve the Settlement from the presence of the vendors of lottery tickets, then steps should be promptly taken to find the power that has and to have it exercised in the name of morality, decency, and legitimate business.' But if Spain allows the Philippine Government to raise revenue by a lottery would that Power be likely to prohibit its subjects selling the tickets, either in Shanghai or elsewhere? And where else is the authority to suppress the sale to be derived from? The question of lotteries is in itself a small one, but it is illustrative of difficulties that arise from the multiplicity of jurisdictions in Shanghai and which are likely to increase as the place grows. The Model Settlement is fast becoming a great manufacturing centre and its population is rapidly increasing. Thence its ultimate destiny is to be formed into a free city has sometimes been expressed, and more unlikely things have happened in history. With the growth of new and localised interests the present system of extrajurisdiction will become more and more unsuited to the requirements of the place. If there is to be any splitting of China, Shanghai might perhaps with advantage be allowed to stand alone as a free city, with its autonomy and inviolability guaranteed by the Powers.

The Siles on N. P. steamer *Tosima*, which left Yokohama on the 14th inst., and which arrived at Yokohama on the 14th inst., arrived at New York on the 22nd inst.

The *Zhangou Gao* steamer, which left Yokohama on the 14th inst., and which arrived at Yokohama on the 14th inst., arrived at New York on the 22nd inst.

At the Police Court, yesterday ten Chinamen, of various trades and professions, were each fined \$5 for harboring the *Catherine* after without licence, and for selling tickets of the *Shanghai* and *Tao* lotteries at *Shanghai* and *Tao* Cheong was fined \$25. As he did not pay the fine he was committed to prison for six weeks.

Count Matsukata, who was reported to have withdrawn his intention of resigning, appeared before the Emperor on the 14th inst., gave a signed paper, and personally received his resignation. This action of the Count, attributed not only to his recent indisposition, but also to his views as to the Cabinet's proper policy differing from those of his colleagues.

We (Singapore Free Press) hear that a gentleman of high position in Indo-China, who a short time ago passed through Singapore on his return to France, declared that everywhere he went he met a large number of Chinese, and that these Chinese were in the habit of carrying on a large business of selling lottery tickets, and that these Chinese were in the habit of carrying on a large business of selling lottery tickets.

A gentleman who had travelled largely in Japan mentioned, in the course of a lecture, the fact that the Japanese language does not contain an imprecative word, hence there is no swearing in Japan, and that the Japanese are in the habit of carrying on a large business of selling lottery tickets, and that these Chinese were in the habit of carrying on a large business of selling lottery tickets.

The following paragraph appears in the Singapore papers:—"Two more steamers of the Blue Funnel Company for







## VESSELS ON THE BERTH.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KORE DIRECT.

THE Steamship  
"MENNUIR."  
Captain Craig, will be despatched as above TO MORROW, the 28th inst., at DAYLIGHT.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 27th June, 1895. 1300

FOR LONDON.

THE Steamship  
"CONTINENTAL."  
Captain Schall, will be despatched TO MORROW, the 28th inst., at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 27th June, 1895. 1259

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI AND KOBE.

THE Steamship  
"CHINGTU."  
Captain Innes, will be despatched TO MORROW, the 28th inst., at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 27th June, 1895. 1305

FOR SINGAPORE, HAVRE, AND HAMBURG.

THE Steamship  
"LAWANG."  
Captain H. Forman, will be despatched for the above ports on about TO MORROW, the 28th inst., at 4 P.M.  
To be followed by—  
The Steamship  
"IRENE."  
Captain R. Schiller, on or about the 8th JULY.

The Steamship

"GRATO,"

Captain J. Osterman, on or about the 17th JULY.

These Steamers have Superior Accommodation for First and Second Class Passengers and carry a Doctor and a Stewardess.

For Freight or Passage, apply to

SHEWAN &amp; Co., Agents.

Hongkong, 27th June, 1895. 1293

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Nagasaki, Kobe, Yokohama, and Honolulu) on Friday, the 28th June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have the option of the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways, and the Canadian Pacific Railway on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and to Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Postage will be received by the Office until 5 P.M. same day; all Parcel Postage should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office in London, or to the Collector of Customs at the Port of Call.

For further information as to Passage and Freight apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 27th June, 1895. 13

NAVIGAZIONE GENERALE ITALIANA (FLORENCE &amp; REPUBLICAN UNION COMPANIES).

STEAM FOR SINGAPORE, PENANG, AND BOMBAY.

Having connection with Company's Mail Steamer to ADEEN, SUBZ, PORT SAID, MESINA, NAPLES (MEDITERRANEAN), GENOA, and MEDITERRANEAN, ADRIATIC, and SOUTH AMERICAN PORTS up to CALTA, and then direct to ADEEN, PORT SAID, and BOMBAY.

THE Steamship

"LETIMBERO."

Captain Di Muro, will be despatched as above on TUESDAY, the 2nd July, at Noon.

At Bombay the Steamers are discharging in Victoria Dock.

For Further Particulars regarding Freight and Passage, apply to

CARLOWITZ &amp; Co., Agents.

Hongkong, 27th June, 1895. 10

FOR NEW YORK.

THE 100 A.L. British ship

"BELLINGHAM."

Load, Master, will be despatched for the above port and will have quick despatch.

For Freight, apply to

CARLOWITZ &amp; Co., Agents.

Hongkong, 17th June, 1895. 1287

FOR SAN FRANCISCO.

THE 100 A.L. British ship

"GLENESLIN."

Peitcheard, Master, will load here for the above port and will have quick despatch.

For Freight, apply to

SHEWAN &amp; Co., Agents.

Hongkong, 14th June, 1895. 1055

## VESSELS ON THE BERTH.

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Steamship  
"ARGYLE."  
Captain Ward, will be despatched as above on or about the 28th inst.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co., Agents.  
Hongkong, 13th June, 1895. 1272

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, AND YOKOHAMA.

THE Steamship  
"RADNOSHIRE."  
Captain F. Davis, will be despatched as above on or about the 28th inst.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co., Agents.  
Hongkong, 19th June, 1895. 1282

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship  
"AGAMEMNON."  
Captain Vyvian, will be despatched as above on TUESDAY, the 2nd July.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 24th June, 1895. 1047

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship  
"GLAMORGANSHIRE."  
Captain Vyvian, will be despatched for the above ports on or about the 5th July.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co., Agents.  
Hongkong, 12th June, 1895. 1069

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895.

ATMORNE, Monday, 15th July.

CHITTAGONG, Wednesday, 15th July.

ANGLO, Saturday, 14th Sept.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ATMORNE."

will be despatched from VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on or about the 15th July.

Consular Invoices of Goods for United States Ports should be in the hands of the Agent, Oregon Railway and Navigation Co., Portland, Oreg., for further information as to Passage and Freight, apply to

SHEWAN &amp; Co., Agents.

Hongkong, 25th June, 1895. 1331

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Belgie (via Nagasaki, Kobe, Yokohama, and Honolulu) on Saturday, July 20, 1895, at Noon.

Gloria (via Nagasaki, Kobe, Yokohama, and Honolulu) on Tuesday, Aug. 8, 1895, at Noon.

Gloria (via Nagasaki, Kobe, Yokohama, and Honolulu) on Tuesday, Aug. 27, 1895, at Noon.

YORK Steamship "BELGIC" will be despatched for SAN FRANCISCO, via YAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, 20th JULY, 1895, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, returning at San Francisco for China or Japan (via vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 27th June, 1895. 14

STEAM TO NATAL AND CAPE PORTS.

THE NATAL DIRECT LINE.

FROM CALCUTTA.

(Messrs. BULLARD, KING &amp; CO. LINE).

THE Undersigned having been appointed GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for NATAL, CAPE, and SOUTH AFRICAN PORTS, and to issue THROUGH BILLS OF LADING for NATAL, CAPE, and SOUTH AFRICAN PORTS, and to issue THROUGH BILLS OF LADING for NATAL, CAPE, and SOUTH AFRICAN PORTS.

Next sailing from CALCUTTA, S.S. "BELLINGHAM," 28th June.

Thereafter monthly.

For Freight and further Particulars, apply to

DODWELL, CARLILL &amp; Co., General Agents for China and Japan.

Hongkong, 18th June, 1895. 141

FOR NEW YORK.

THE 3/3 A.L. German ship

"STIAM."

Gardish, Master, will load here for the above port and will have quick despatch.

For Freight, apply to

SHEWAN &amp; Co., Agents.

Hongkong, 18th June, 1895. 1279

## VESSELS ADVERTISED AS LOADING.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Steamship

"ARGYLE."  
Captain Ward, will be despatched as above on or about the 28th inst.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co., Agents.  
Hongkong, 13th June, 1895. 1272

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, AND YOKOHAMA.

THE Steamship  
"RADNOSHIRE."  
Captain F. Davis, will be despatched as above on or about the 28th inst.  
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DODWELL, CARLILL & Co., Agents.  
Hongkong, 19th June, 1895. 1282

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship  
"AGAMEMNON."  
Captain Vyvian, will be despatched as above on TUESDAY, the 2nd July.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 24th June, 1895. 1047

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FOR LONDON AND HAMBURG.

THE Steamship  
"GLAMORGANSHIRE."  
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Hongkong, 12th June, 1895. 1069

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

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CHITTAGONG, Wednesday, 15th July.

ANGLO, Saturday, 14th Sept.

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J. S. VAN BUREN, Agent.

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FROM CALCUTTA.

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J. S. VAN BUREN, Agent.

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Thereafter monthly.

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DODWELL, CARLILL &amp; Co., General Agents for China and